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CENTRAL INTELLIGENCE AGENCY

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SECURITY INFORMATION

50X1-HUM

INFORMATION REPORT

REPORT [redacted]

CD NO.

COUNTRY USSR (White Sea)

DATE DISTR. 28 Nov. 1952

SUBJECT Port of Mezen [redacted]

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DATE OF INFO. [redacted]

NO. OF ENCLS. (LISTED BELOW)

PLACE ACQUIRED [redacted]

SUPPLEMENT TO REPORT NO. 50X1-HUM

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1. The vessel was met at Tolstik Head by a patrol vessel and was escorted in. It was also escorted out during its departure. The patrol craft is a small motorboat, flying a green flag with a hammer and sickle on a white field.
2. The inspection was as usual.
3. The loading area is located at Kamenka, on the western shore of the river. There are two floating piers here, and the vessel loaded at both. At one of the piers, the vessel was aground at low tide. It was then drawing 10½ feet. At the other pier, the vessel was afloat all of the time and was drawing 14 feet. The uppermost of the two piers is the older. The [redacted] the lower pier was built in 1950. The distance between the piers is approximately 1½ nautical miles. There is an anchorage above the uppermost pier, which is usually used by vessels which are waiting their turn to load. There is an anchorage at the lower pier also.
4. Vessels usually leave the pier at high tide, then await clearance while at anchor in the river, until the next high tide. After this, they proceed to an anchorage at the estuary of the Chetsa River, approximately one hour from Kamenka, and wait there for a third high tide. The [redacted] vessel received its clearance at the pier and thus avoided waiting for one high tide. Vessels must also wait for high tide to go over the sandbar at Abramovskiy Head. The [redacted] vessel, which crossed the bar ½ hour after low tide, went aground. The vessel was drawing 14 feet. It came afloat by itself as a result of the high tide.
5. While the [redacted] ship was in Mezen, a passenger ship arrived. It was approximately 5,000 to 6,000 tons. [redacted]

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came from Arkhangelsk. It was a screw-driven vessel, built like a freighter. It had two holds and no portholes. It was painted grey and had a red strip, with a hammer and sickle, around the funnel. [ ] saw three iron lighters while in Mezen. One loaded lumber at the uppermost pier, one loaded at the lower pier, and the third loaded in the river. These lighters, which were 250 to 300 feet long, carried approximately 6,000 to 7,000 tons. They each had an engine to provide power for the steering mechanism and the winches, but they were not self-propelled. On each lighter, there were two samson posts on the foredeck. [ ] also saw several wooden lighters, of about 200 tons. The tugs which towed the wooden lighters were large, sea-going tugs. [ ] saw at least two, and possibly three, of them. One of them was tied up for a short while at the lower pier. [ ] the vessel drew a little over 4 meters. The tug resembled the sea-going tug shown in Jane's Fighting Ships, but it had no forecastle.

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6. [ ] the workers from [ ] Mezen [ ] Only men worked on board the ships, and very few were between the ages of 20 to 30 years. Most of them were under 20 or between 30 and 40 years. Women performed the inspection and kept the tallies. Work was done in two shifts, from 0700 to 1800, and from 1900 to 0600. Each shift had a one-hour lunch period. During the lunch period, the workers went to a barracks near the pier. The agent [ ] had an office in a large building near the uppermost pier. There was another man who signed the bills of lading. [ ] The cargo was brought to the pier by [ ] lumber trucks. The trucks were driven by men only. There was much lumber stored at the storage depot.

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